

42—160 Replacement of brake pads

Data

Caliper piston dia.	38 42	60
Thickness of brake pad with backing plate for lining	15 15.5 ¹⁾	15 17.5 ¹⁾
Thickness of backing plate for lining	5	4.5
Perm. wear of brake lining up to a remaining thickness of	2	
Width of brake pad max.	61.75	89.75
Effective brake surface per axle (cm ²)	100	206

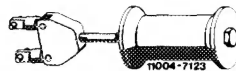
¹⁾ Starting September 1979.

Lubricant

Plastilube

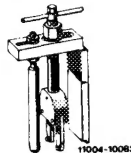
Special tools

Impact puller



123 589 06 33 00

Puller for stuck brake pads



116 589 07 33 00

Piston resetting pliers

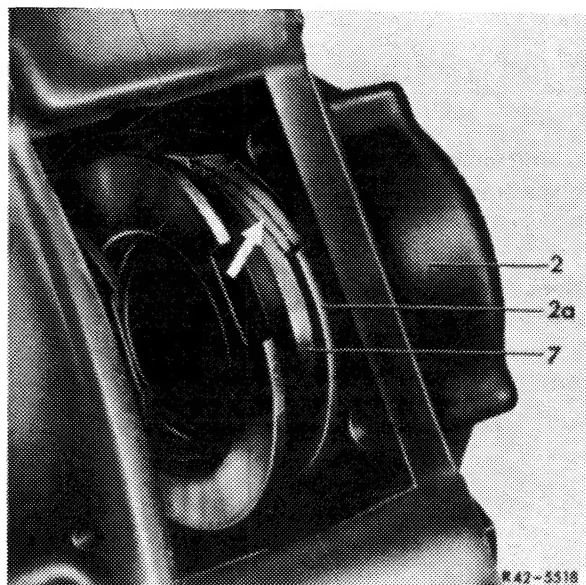


123 589 00 37 00

Note

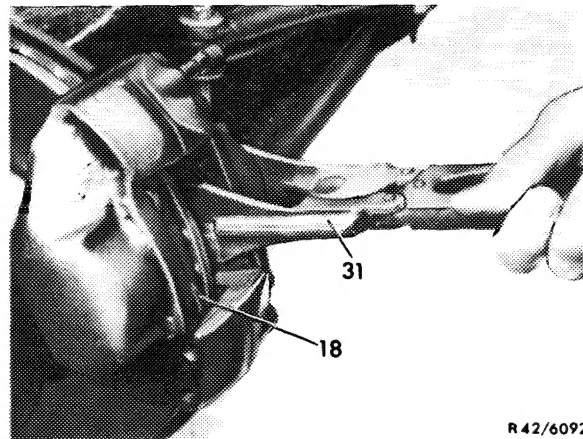
Replace brake pads when the lining is down to 2 mm or when greasy. Use only approved lining grades.

When the brake pads are worn down to the lining backing plate beyond the permissible lining thickness, the caliper may suffer damage since the web between the sealing ring groove and the dust cap will fracture and the caliper will leak.



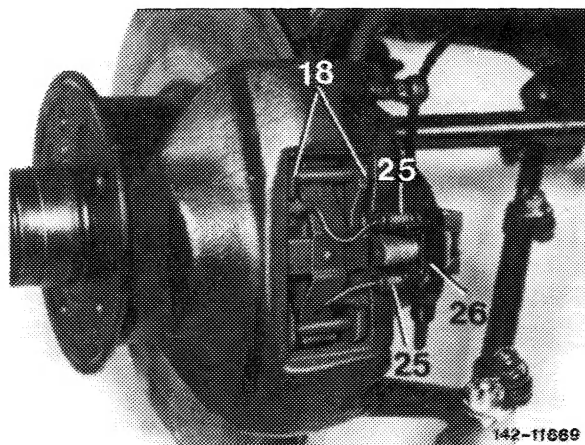
When brake pads are excessively worn, a high and low pressure test (90 or 3 bar gauge pressure) (atü) will be required.

To prevent canting of piston, pistons with badly worn linings may be pushed back to their end position by means of piston resetting pliers only.



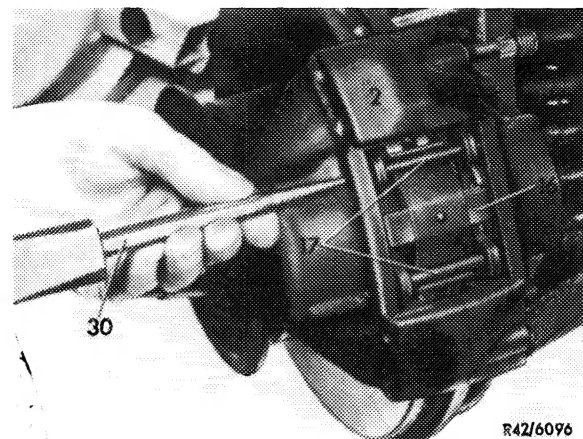
Removal

1 On caliper with brake lining wear indicator, pull cables of clip sensor (25) out of plug connection (26) on caliper.



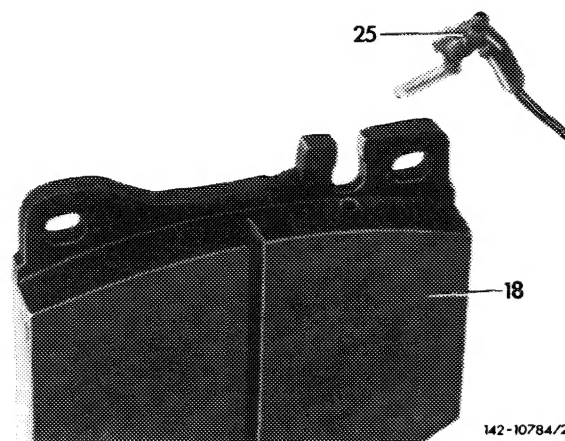
2 On Teves caliper, knock holding pins (17) out of caliper by means of punch.

3 On Bendix and Girling caliper, pull both locking eyes out of holding pins, remove holding pins.

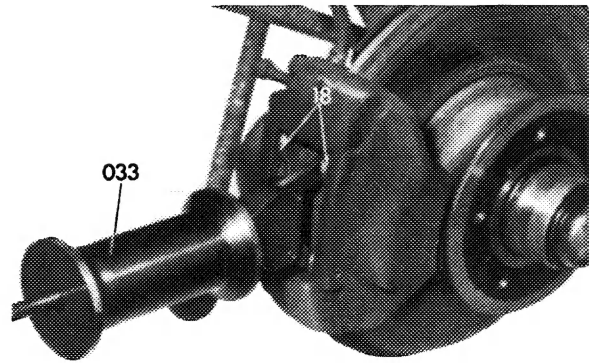


4 Pull sensor (25) out of backing plate or out of brake lining. Simultaneously remove cross spring or lining holding spring.

Note: Sensors, on which the insulating layer of the contact pin is rubbed through, or where damage shows up on a part of sensor including the line insulation, must be replaced.



5 Pull one brake pad (18) out of caliper by means of impact puller (033).

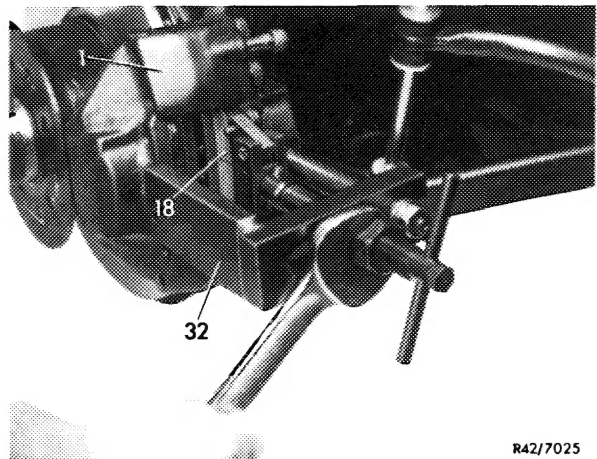


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Note: When brake pad is rusted down, use puller (32) for removing shoe.

If brake pad wear is high, check pistons for easy operation. If pistons are hard to move, recondition caliper.

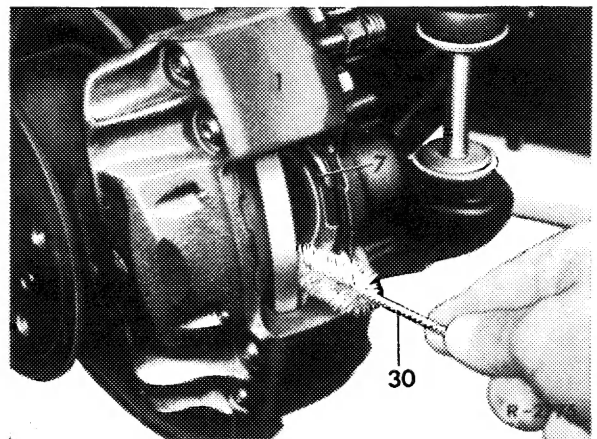
Brake discs which are badly contaminated at braking surfaces by deposits from lining (indicated by grey or blue discoloration of brake surfaces), must be cleaned prior to installing new brake pads (42-260).



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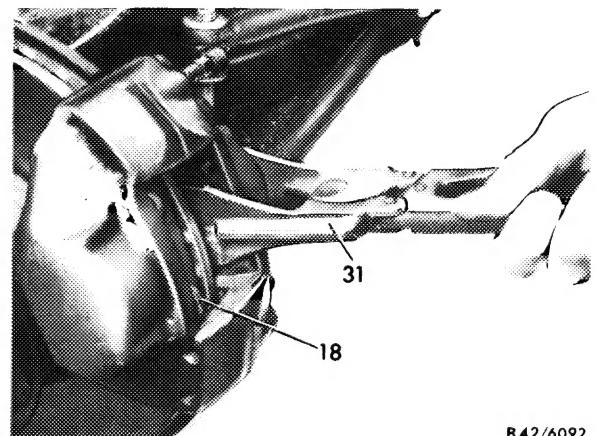
6 Clean guide for brake pad in caliper (1) with a cylindrical brush (30).

7 Check dust cap for cracks. If the dust cap is damaged, remove and disassemble caliper, since penetrating dirt will quickly lead to leaks in caliper.



8 To prevent overflowing of expansion tank when the piston is pushed back, draw some brake fluid from expansion tank.

9 Push pistons back with piston resetting pliers (31). Make sure that one brake pad (18) always remains in caliper since otherwise the opposite piston will be pushed forward when one of the pistons is pushed back.



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Installation

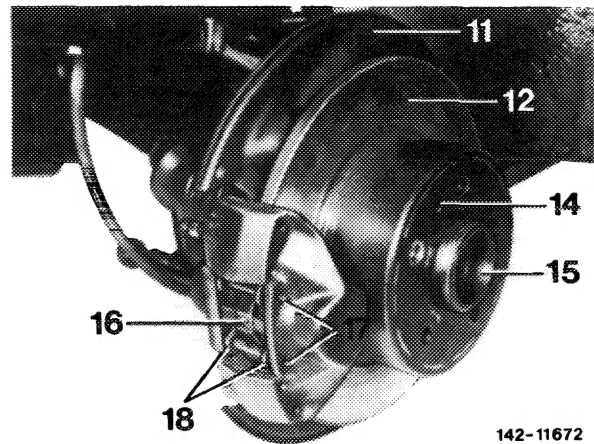
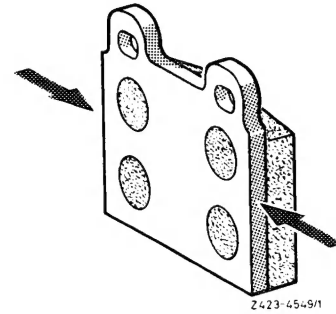
Attention!

Starting September 1979, modified calipers will be installed on front axle. The respective, valid brake pad repair kits 002 586 45 42 (thickness of brake pad 17.5 mm) may be installed on rear axles only together with brake pad repair kits 002 586 47 42 or 002 586 48 42.

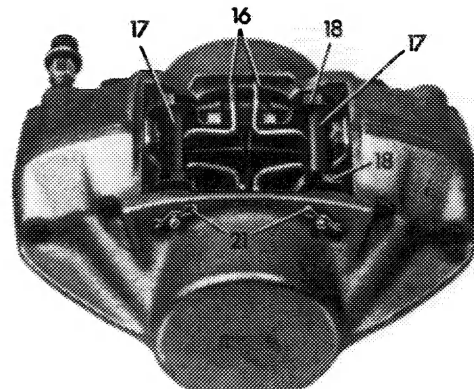
10 Lightly coat brake pad at spots indicated by arrows in illustration with specified lubricant (refer to table) and insert brake pad into caliper.

11 Replace second brake pad as described in item 5 to 10.

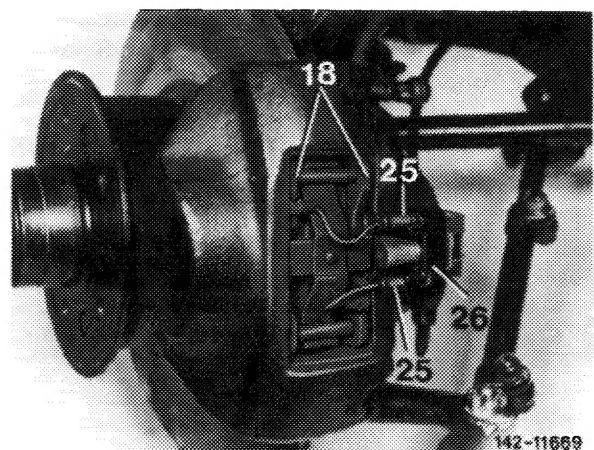
12 On Teves caliper, mount cross spring (16) and knock holding pins (17) into caliper.



13 On Bendix and Girling caliper, mount holding springs for lining (16), insert holding pins (17) into caliper and locking eyes (21) into holding pins.



14 On calipers with brake lining wear indicator, insert clip sensor (25) for brake lining and cable for plug connection (26).



15 Actuate brake pedal energetically several times until firm resistance is felt. Then check level of brake fluid in expansion tank and top-up, if required.

Note: On vehicles with pressure difference warning indicator (DDW), the warning lamp of the warning indicator may light up when the lining is changed. For this reason, make sure that the releasing pin (42) on switch (41) is pushed following a change of lining.

New brake pads must be **braked-in carefully**, that is, the vehicle should be braked several times from 80 to 40 km/h at slight pedal pressure.

Prior to each deceleration, permit brake to cool slightly. Braking to a stop under high deceleration should be attempted only with run-in linings.

